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GRAIN SHORTAGES BY LAKE.

The Supreme Court of Minnesota on January 21 handed down a decision making a ruling on the question of the liability for shortages in grain cargoes. Again on February 3, the same court, in the case of the Frontenac repeated its previous decision on a similar state of facts, so that, so far as Minnesota is concerned, the incidence of the liability is now settled.

The Minnesota statute provided that where cargoes are weighed out of the elevators by a weighman appointed under the Minnesota grain and warehouse laws, his weights should be conclusive. With the not uncommon belief many people have in the infallibility of law and its creations, simply because it is law, the Minnesota legislators conceived the inerrability of a public weighmaster created by statute, but happily for the carriers of grain, the Minnesota Supreme Court has negatived this idea by ruling that it is proper, the statute notwithstanding, for the sufferer to prove that an error has been made to account for a shortage, and that it is unconstitutional for the Legislature to make the weighman's statements conclusive and so deprive the sufferer of the right to an appeal to the courts to show that the weighman had committed an error. The court logically holds, therefore, that when an actual shortage in loading is proven, the loading elevator is liable therefor.

The importance of these decisions may appear in the fact that at Buffalo last year the shortages exceeded the overages by no less than 57,000 bushels, which loss hitherto the boats have been paying.

The decision was made in the case of the Vega Steamship Company vs. the Consolidated Elevator Company by the State Supreme Court. In a communication to the American Elevator and Grain Trade Journal, of Chicago, Spencer & Searle, of Duluth, attorneys for the plaintiffs, explain the case as follows:

In reference to the recent decision by our Supreme Court in the case of the Vega Steamship Co. vs. Consolidated Elevator Co., the facts in the case are as follows: On the 20th of October, 1896, the steamship Vega was loaded with a cargo of wheat at Elevator "D," operated by the Consolidated Elevator Co. at Duluth. When the vessel reached Buffalo it was ascertained that the cargo was about eleven hundred bushels short. The owners of the vessel made a demand upon the elevator conpany to rectify the mistake. The elevator company claimed that there was no liability on their part, even if a mistake was made, inasmuch as the elevator was operated under the Minnesota grain inspection law, and that the state officials were present at the weighing of the grain, and that the elevator company was not responsible even if a mistake did occur. The statute of this state under which weighing is done by state officials provides that the certificate of weight given by the state weighman shall be conclusive between all parties in interest.

We represented the owners of the vessel and brought an action for the shortage against the elevator company in the state court at Duluth. We offered to introduce evidence in the lower court showing that a mistake actually occurred, but the court declined to receive any evidence of that sort, holding that the statute making the state weighman's certificate final and conclusive barred any investigation into the merits of the case.

We took an appeal to the Supreme Court on the ground that the statute was unconstitutional, as it deprived persons of their right to appeal to the courts to have their grievances adjudicated. The Supreme Court decided in our favor, reversing the decision of the lower court, holding that the statute was unconstitutional in so far as it barred persons from appealing to the courts and showing the real facts, and the case was sent back for retrial.

COURT OF INQUIRY.

The Court of Inquiry appointed to investigate the grounding of the battleship Massachusetts recently on Diamond Shoal, New York Harbor, which injured the vessel to an extent that $40,000 repairs are being made, has found Capt. Ludlow, the pilot, and the navigator of the vessel guilty of negligence in that they did not have the latest charts on the bridge at the time of the accident. What further proceedings are to be taken have not yet been decided. An estimate made by the War Department shows that to remove this dangerous obstruction requires an expenditure of about $2,000,000, and that half of this sum should be available at once. At the time the Massachusetts touched the tide was over one foot less than mean low and the water in the harbor considerably lower than usual, owing to heavy winds which had blown it out and backed up the East River. At the time of the grounding the ship was drawing 26 feet 4 inches and there was but 24 feet 5 inches on the shoal.

GUAM A MARITIME LEGAL FICTION.

Guam, in the Ladrone Islands, which has now passed into the posession of the United States, has had a most curious use, for every year thousands of vessels clear at custom houses for Guam, yet none of them ever go there. Guam seems to be a maritime Tom Tiddler's ground. When a vessel clears for a certain port, it must go to that place by the shortest route of sailing, unless turned away from it by stress of weather, and any failure to do this calls for at least an explanation. It is not always desirable to declare the destination of vessels, specially among tramp traders who may wish to avoid carryiug mail, or who may wish to pull the wool over the eyes of business rivals. In cases of this kind the vessel clears for Guam and then usually sails away in exactly an opposite direction, and the law appears to be satisfied. This extraordinary state of affairs is based on old traditions of Spanish exclusiveness in trade in the East and West Indies. Owing to force of circumstances over which they had no control, the Spaniards found it desirable to open the Indies to trade, and in the early part of the century the old restrictions were removed; but by some chance the Ladrone Islands were not included, and, in accordance with the laws of the Indies, every vessel calling there without leave from the Spanish authorities to do so was forfeited. Of course, the penalty of the law has not been executed for many years, but its existence has given rise to the legal fiction of clearing for Guam. It is probable that Guam will now prove less popular.—Sientific American.

WEATHER FORECASTS.

An interesting statement of the cost of the weather forecasting establishments in the various countries was recently given in an address by the president of the Royal Meteorological Society, London, from which it would appear that at the present time the United States is the only country where the forecast is made for a longer period than twenty-four hours, some of the daily forecasts issued in the United States covering a period of 48 hours and 36 hours respectfully. The percentage of success of the weather forecasts issued in the United States is also very high. The growing interest taken in the weather organization is, however, well shown by the great increase in the number of observatories or reporting stations in nearly all countries.

For the maintenance of the British Weather Office the annual grant is £15,300. With this the whole weather system of the British Islands has to be dealt with, including the daily weather forecasts, the issue of storm warnings, and the whole of the climatological work, covering as it does with a complete network of stations the whole area of the islands. The necessary cost of the preparation of forecasts and storm warnings is naturally enhanced by the charge for the telegraphic reports, amounting as it does to about £2,500 annually. In addition to the land and coast work of that Meteorological Office, it is the duty of its marine branch to prepare various meteorological charts showing the winds, currents and other phenomena in all parts of the globe. All the meteorological instruments afloat in Her Majesty's ships are are supplied by the Weather Office, and instruments are also furnished free of cost to vessels in the mercantile marine where the captain is willing to keep a special meteorogical log for the office.

Russia ranks foremost among all the European countries for meteorological research. There is a complete network of stations dotted over its vast territory, the observations being made with verified standard instruments belonging to the Russian Weather Office. The amount spent annually in Russia on the maintenance of its weather organizations is nearly £45,000 of English money. In America the work of the Weather Bureau costs yearly £195,000 which is almost 13 times as much as is spent on the weather by the English government.

GERMAN SHIPBUILDING.

The Germans are especially proud of the efficiency they have attained in shipbuilding. They claim now to produce vessels as good as any that ever left a British shipbuilding yard, and that their only reason for still having ships built in England is that they can not themselves execute the orders with which they are flooded. I learn from an authoritative source that no shipbuilding yard in Prussia can accept a contract for large vessels during the next two years. I may also mention that while other nations are discussing the advisability of compelling owners of passenger steamers to provide their vessels with adequate water-tight compartments, the Germans have already adopted the regulation.

According to figures published by the German Lloyd, the registered tonnage of sea-going vessels built for German account in 1896 was: In Germany, 94,897; in England, 98,087. In 1897, the figures were: In Germany, 183,177; in England 27,419. The immense increase of the trade of the country has necessitated a corresponding extension of the railway system, which, as is known, is worked by the State. Last year, the profit from Prussian railways paid the whole of the interest of the national debt and still left a balance of £1,000,000.

It is almost superfluous to add that, in electrical matters, Germany takes the leading place among the nations of Europe. According to Industrie Electrique, Germany has 711 miles of electric railways and tramways, equal to those of all the rest of Europe.

MAJOR-GEN. Francis V. Greene has written for the Century Magazine the only authoritative account of the military operations at Manila yet offered to the public. In the March number he will describe the voyage of the second expedition, which he commanded; the landing and intrenching of the troops on the mainland; and the interesting features of the situation while Admiral Dewey and the military officers were waiting for General Merritt and the monitors. This chapter includes a statement of the plans of Admiral Dewey and General Anderson to meet the crisis which would have been precipitated if Admiral Camara's fleet had reached the Philippines. A second article, to appear in the April Century, describes the means by which the insurgents were removed from the American front, and the thrilling events of the assault and surrender, including the stop put to the determined efforts of the insurgents to enter the city. General Greene's part in the operations was conspicuous and varied, and he describes his experiences with the skill of a military expert accustomed to write for the general public.

NEWS AROUND THE LAKES.

DETROIT.

Special Correspondence to The Marine Record.

The latest Weather Bureau ice report is that the ice in St. Clair is from 12 to 18 inches thick and beginning to soften; Detroit River is clear of ice nearly to Lake Erie; ice harvesting is completed.

Fine, moderate weather has prevailed over the northern part of the state during the week and washouts have been frequent. Should the rainy mild weather continue, the ice will soon begin to get (rotten) honey-combed.

It is still thought probable that the John V. Moran is afloat. Capt. Field, of the Crosby Co., sends a dispatch that a steamer off Pointe Au Sable on Tuesday night looked very much like the Moran and it is not known that any similar vessel should have been in that locality at the time.

A Toronto special states that the marine insurance companies doing business in Canada have made an agreement with the United States companies to increase the cargo rates on grain for this season from 20 to 25 per cent. Last year the rate was 22 cents from the head of navigation to Buffalo, and this year the figure will be 50 cents for the spring and fall months of navigation, and 30 cents for the summer months, the same rates ruling to Canadian as to United States ports.

F. W. Wheeler is preparing to begin work on the contracts he has received to build steamers for the Spaulding Lumber Co., of Chicago, and the Bessemer Steamship Co. Material has been ordered for the Spaulding boat and is expected to reach the yard in order to commence work by March 15. Mr. Wheeler says that the material for the Bessemer steamer will be ordered at once, but there may be some delay in receiving it, as the manufacturers are crowded with orders. Mr. Wheeler expects to receive the contract for the new ferry for the Flint & Pere Marquette Co.

The following appointments of lightkeepers for Michigan have been made: James Spellman, second assistant keeper, St. Joseph's light station; Alexander R. Dibble, second assistant keeper, Ludington light station; Joseph Boshka, second assistant keeper, Seul Choix point light station; Frank H. Glover, second assistant keeper, Point aux Becs Scies light station; Mrs. Catharine Marvin, keeper Squaw point light station; Isaac N. Blankard, first assistant keeper Seul Choix point light station; John C. McKinnon, first assistant keeper North Manitou light station.

Capt. William Patterson, West Bay City, died at his home, 106 East Jenny street, Sunday morning, after a lingering illness with Bright's disease. Capt. Patterson was an old and respected resident, having lived in W. Bay City for 25 years. He was well known all over the lakes as an efficient master and during his 56 years' career as sailor he saw several years' service in the British navy. While sailing last summer in charge of the B. B. Buckhout he was taken ill and compelled to return home. Since then he has been a constant sufferer with Bright's disease. He leaves a widow and a grown-up family of three children.

The Lake Erie & Detroit River Railway has begun preparations for the building of a slip dock at Rondeau, Ont., on Lake Erie. This place is the terminus of the Erie & Huron Railway, which road was purchased a few months ago by the Lake Erie people. A survey of the harbor is now being made by the company's engineer, and it is estimated that the work will cost about $20,000. The company will attempt to make a direct freight line between Ohio and Michigan by having a number of transfer boats ply between Rondeau and Ohio ports, and have the cars transferred to Detroit over the Lake Erie & Detroit River Railway.

Parker & Millen have made large repairs and improvements to their wrecking steamer Saginaw. The dead lights have all been taken out of her hull and she has been planked up solid and a steel cord ¾ x 30 inches wide put clear around her; new frames and planking from engines aft; which repairs will increase her lightering capacity to 20,000 bushels of grain. This vessel is also provided with a Lidgerwood double hoist and self-dumping buckets, with crane of sufficient length to reach amidships of any vessel. When the Saginaw comes out in the spring she will also be provided with new electric lighting plant of sufficient capacity to light herself and with use of plug lights to light any wreck she may be working on. With these general improvements the Saginaw will be second to none for lightering, handling steam pumps and wrecking in general, and in fit condition to go anywhere on the lakes.

The hearing of the libel of the J. Emory Owen Transportation Co. against the steamer Atlantis was commenced before Judge Swan last week. At 5 o'clock in the morning of October 28 last, the steamer John Owen, owned by the libelant, laden with about 3,000 tons of coal, from Erie to Chicago, was overtaken by the much smaller steamer Atlantis at the Limekiln Crossing, When about to pass her the Atlantis took a sheer and struck the Owen's starboard quarter with the bluff of her port bow. This caused the Owen to swing across the channel and to go ashore. It is alleged that it will require an outlay of $15,000 to restore the Owen to her former condition; that a loss to the cargo of $2,000 was occasioned by shortage in lightering the grounded vessel and that $4,000 damages was sustained by the loss of the steamer's services for a considerable time, making a total libel of $21,000. Judge Swan dismissed the libel, also a cross libel, without costs to either party.

The board of engineers, composed of Col. G. J. Lydecker Corps of Engineers, U. S. A., in charge of the government work in this district; Col. Raymond, of Philadelphia, and Major Adams, of New York, which was appointed last fall by the War Department to examine into and make a report on the plans of the Michigan Lake Superior Power Co., as affecting the interests of navigation, held a meeting here this week. The plans of the company were considered in detail. These plans, were presented at a meeting of the board held here in November, by the company, and provide for a dike or wing dam at the head of the falls, which will cut off the same flow of water as will be taken through the water power canal, and thus prevent the lowering of the normal Lake Superior level. The board formulated its report and it is understood that a number of recommendations for minor changes in the company's plans being made, they, however, in no way conflict with the enterprise. The report is now in the hands of the War Department at Washington.

It is understood that the purchasers of the steamer on the stocks in the yards of the Craig Ship Building Co., at Toledo, are Messrs. Miller, Bull and Knowlton, of the Porto Rico Steamship Co., New York. The over all length of the steamer is 263 feet; beam, 42 feet; molded depth, 25 feet. The sale of the craft has led to the abandonment of an intention to place an old engine in her, and she will be given a triple-expansion engine with 22, 37 and 61-inch cylinders and 36-inch stroke. Steam will be furnished by two cylindrical boilers 12 feet in diameter by 11½ feet long, guaranteed a working pressure of 175 pounds. The machinery will be placed amidship. The Mae, as she is to be named, is guaranteed a speed of 12 nautical miles per hour, and also to class A1 according to American Bureau of Shipping rules and requirements, as published in the classification books of the Record of American and Foreign Shipping. The Craig Ship Building Co. will launch this steamer shortly, and with the demand for new vessels now existing it is more than probable that they will put down a new keel at once.

PORT HURON.

Special Correspondence to The Marine Record.

The ice in Chequamegon Bay has attained a thickness of 30 inches.

Capt. Fred Manuel, last season in the barge Comstock, will command the steamer Westford the coming season.

Capt. and Mrs. George Tebo, of Chicago, are visiting Port Huron friends. Capt. Tebo looks younger than he did ten years ago.

The past few days having been so fine the ice is honey-combed and breaking away fast so that all indications point to an early opening of traffic.

The crew of the steamer J. V. Moran, which foundered off Muskegon, reached shore on Sunday. The lost steamer was valued at $40,000 and there was no insurance.

Capt. R. P. Thompson has taken the contract to release the barge Fassett, ashore near Sand Beach. He is at work on her now. It is said he got $3,000 to deliver her in Sand Beach harbor.

The sum of $10,000 is being expended in repairs upon the steamer Osceola at this port. She has received a new keel throughout, entirely new bottom plank, thorough refastening and calking.

The ice conditions in the river at Manitowoc are causing much uneasiness. The departure of the Arctic leaves the harbor without a tug, and there is talk of securing one from Chicago or Milwaukee.

George W. Howe, chairman of the committee appointed to secure the right of way to the Bunce farm for the City Electric Railway, says there will be no difficulty except with Dunford & Alverson, who object to the laying out of a new road west of the present river road. The gentlemen who have the matter in charge desire to kill two birds with one stone. Besides securing the right of way for the electric road they wish to secure an entrance to the city without paying tolls.

The Flint & Pere Marquette car ferry broke all records of winter navigation when it arrived at Ludington on Sunday night, having crossed Lake Michigan in twelve hours, through a field of solid unbroken ice. The distance from Manitowoc is sixty miles. The big car ferry was immediately followed by F. & P. M. steamer No. 2. Capt. Kilty positively confirms the report that Lake Michigan was frozen solid from shore to shore. He reports encountering huge ice furrows many feet deep.

Capt. Henry Buckley, who sailed the Great Lakes for more than forty years, is dead. Capt. Buckley had lived on his schooner, John Rice, at Detroit, for several winters. His illness was of about two months' duration. He was 72 years old. Capt. Buckley went to Milwaukee in the early 40s, after having made a voyage on the Atlantic as a sailor. His first known command was the barkentine-rigged scow Churubusco, owned by Anson Eldred, in whose employ he remained a number of years. He afterwards owned and sailed the brig Preble. Later still he owned, sailed and lost the schooner Hans Crocker. Some years ago, after having lived in retirement in the town of Brookfield, Waukesha county, Wis., he bought the scow Green Bay and took her to the lower lakes. This craft he abandoned because of her generally worn out condition and then purchased the schooner John Rice, which was but little better. The remains of the veteran captain were taken to Brooklyn for interment.

BUFFALO.

Special Correspondence to The Marine Record.

There is heavy solid ice off this port and the mild weather of the past few days does not seem to have made any difference to speak of.

Capt. Kelleran has gone to W. Superior to hold a final survey on the Arthur Orr, which appears to have been in the surveyers' hands several times since she was towed into port.

It is figured that the Davidson fleet brought into Buffalo last season 14,936,175 bushels of grain. There were nineteen vessels in the fleet. A total shortage of 1,321 bushels was sustained.

Grain cargoes are being regularly discharged, and more or less wet grain is being turned out. One vessel had a 300 bushel damage, though this was the only wet cargo turned out during the week.

Concerning the City of Glasgow accident at Cleveland, it is stated that the Shipowners' Dry Dock suffered damage to the extent of $1,200 or $1,500, and that the damage to the steamer was about $4,000. The City of Glasgow was found to be considerably damaged before she went into dry dock, and will need about $5,000 in repairs on that score.

Two cases were considered as won in the Court of Claims on Tuesday. The Reliance Marine Insurance Company, limited, asks $4,823.30, and the Western Assurance Company of the city of Toronto, $775.85, as the result of the sinking of the canal boat George Muir in the fall of 1896, near the Pendleton docks, west of Lockport, in the Erie canal. Ausley Wilcox appears for the claimants.

The King Iron Works, H. G. Trout proprietor, received the following letter this week:

PENSACOLA, FLA., February 20th, 1899.

Yours with bill of lading for shaft for S. S. "Pensacola" duly received. The shaft has been received in good order. In regard to the wheel purchased a year ago for this ship, the same was applied in July last, and has given entire satisfaction.

Yours truly,
C. F. GILES, Master Mechanic,
Louisville & Nashville Railroad Company.

Supt. L. H. Van Allen of the Lehigh Valley Line announces the following appointments of masters: Saranac, J. M. Todd; Seneca, Dennis Driscoll; Tuscarora, William Williams; E. P. Wilbur, P. McFarlane; Tacoma, John Burns; Clyde, Stephen Lyons; H. E. Packer, J. A. Whiteside; Fred Mercur, C. E. Fuller. No appointments have been made for the Oceanica and R. A. Packer. The latter was not brought out last season. Capt Fuller sailed the Clyde last season, as Capt Lyons was ashore in the company's employ. This is the only change. Capt Burns is a candidate for harbormaster and will resign from the line if he gets the place. Secretary Dietzer, who has been with Capt. Henry several years has been made the private secretary of W. J. Connors.

A conference of marine underwriters, representing companies doing business on the Great Lakes, was held in New York on Saturday. The conference was called to effect an understanding between the lake companies and the foreign companies. The lake men claim these foreign companies have cut the premium rate on lake underwriting to such a figure that there is no profit in the business. The meeting was the result of an invitation sent out by some of the underwriters of the foreign companies, who have been engaged in that class and who were hit hard by the unprecedented losses of lake shipping the past year. It is believed that an agreement will be reached that will mean a material advance in the premium rate on lake business, it has not yet developed what the advance will be or what changes may be made in the policies for the coming season.

Steel shipbuilders of the Great Lakes who are endeavoring, to form a combination that will result in higher prices for vessels that may be built in the future, will have to work without the co-operation of the Union Dry Dock Company. This was generally known, as the Union is more of a railroad branch industry than the ordinany and direct shipbuilding yards. The superintendent of the yard is quoted as saying this week that the Union was taking no part in the movement looking toward a combination. The attempt to combine was made first about a month ago, and two weeks ago it became generally known. Competition on building steel vessels has been so great for a number of seasons that profits have been greatly reduced and the plan of the shipbuilders is to combine on prices, keeping them at a certain figure that will enable them to build at a better profit. According to the plan each yard is to work independently, as at present, none having any connection whatever with another, but so far as can be learned no agreement has yet been reached. The Union has been counted upon to enter the combination, but Supt. Gaskin reported to the Evening News that he had not attended any of the meetings, nor had any other representative of the company, and that they knew absolutely nothing of the plans of the companies interested.

A report comes from Baltimore that local capitalists have subscribed $1,000,000 to install a shipbuilding plant, which Henry G. Morse, formerly president of the Harlem & Hollingsworth Co., of Wilmington, Del., proposes to establish provided capitalists put up $3,000,000. The scheme is finding much favor and the required amount will probably be raised. The industry, it is said, will be the biggest of its kind in the country, not excepting even the Cramp company, of Philadelphia. It will be capable of building any kind of a vessel, and will furnish employment to about 5,000 men.

CHICAGO.

Special Correspondence to The Marine Record.

A cargo of wheat for spring delivery at Buffalo, was placed on Saturday at 3¼ cents.

There only remain seven of the entire grain fleet laid up in Chicago that are not loaded.

A new walking beam is being placed in position on the Goodrich line side-wheeler Chicago at Manitowoc.

Capt. Samuel Chamberlain, last season in the steamer Escanaba, has bought the steamer Luella H. Worthington and consorts D. R. Martin and J. B. Wilbur.

When the tug George Pankratz is rebuilt next March she is to be furnished with a steam towing machine. She is now chartered by the Crosby Transportation Co., Muskegon.

Lightkeeper Sanderson received official notice on Thursday last to extinguish the range lights at Sturgeon Bay. Lightkeepers at Green Bay have likewise received the same orders.

W. S. Canright has resigned the position of purchasing agent for the Goodrich line. W. H. Kanouse is his successor. Ex-purser Fifield, of the steamer Iowa, takes the position vacated by Mr. Kanouse.

The R. G. Peters Salt & Lumber Co. has purchased from Nelson & Dovel the steamer Charles Reitz and barges Agnes L. Potter and John Mark. The vessels are to carry lumber from Manistee to Benton Harbor, where the Peters Co. has a large lumber yard.

Capt. Nicholson, of the steamer Naomi, has resigned his command and has been succeeded by Capt. McCambridge, of Grand Haven. Capt. Nicholson is well known in the Lake Michigan passenger trade and his appointment to another steamer will no doubt be soon announced.

Thousands of fish ducks met their death on account of Lake Michigan being frozen over. They died mostly from exhaustion after having flown about for hours in search of open water. Parties living along the lake shore near Whitefish Bay report the ice fairly covered with the feathery tribe.

The steamer Fred Pabst, grain laden and moored opposite the Lehigh Valley dock, at Milwaukee, was run into on Thursday last by the fireboat August Janssen. A survey of the damage showed six planks badly damaged. The cost of repairs will be between $5,000 and $6,000. The Pabst does not leak.

The Goodrich Transportation Company denies point blank the report that the company will place the steamers Iowa and Georgia on the Mackinac route at the opening of navigation in the spring in opposition to the Hart line; and also that the sidewheelers Chicago and Sheboygan will not form a daily line between Green Bay ports and Manitowoc.

W. E. Fitzgerald of the Milwaukee Dry Dock Co., has returned from New York city, where he attended a meeting in the interest of a combination of the lake shipbuilding and dry dock plants. Mr. Fitzgerald declined to be interviewed regarding the results accomplished at the meeting. It is safe to say that nothing could be said as it is yet too early in the proceedings for any definite, positive information to be given out.

On Saturday morning, Feb. 18, the fireboat Illinois was called to a fire in Miller's shipyard. Upon her arrival it was found that Donaldson's shipsmithing shops and the H. Channon Co.'s rigging loft, located in the yard, were on fire. Both buildings and contents were entirely destroyed, also a new rudder about completed in the Donaldson shop for the Goodrich line steamer Atlanta, which was in the dock at the time.

The bottoms that are fit to carry grain are about all chartered and those who fixed too early, or sixty days ago, are now annoyed because they did not realize the situation and they were also over persuaded by their brokers. The week has developed charters for boats to arrive as Lake Michigan tonnage is all placed. Only for the ice jam at the west end of Lake Erie more grain tonnage would have been on this lake. The Buffalo blockade had also much to do with keeping vessels away from here.

The Bureau of Navigation has under consideration the details of a plan for shipping a steady contiugent of western men for the Navy of the immediate future. Hitherto it has been the practice of the Navy Department not to look to the west or south for naval recruits, but the experience gained by Lieut. Comdr. Hawley last summer along these lines induces the belief that in this part of the Union there lies the future strength of the enlisted portion of the new Navy. Should this system be entered upon by the government, the lakes will soon lose some of their best material among engineers and pilots.

A committee consisting of Murray Nelson, Lester O. Goddard, John H. Pierce. James B. Galloway and W. C. Brown went to Washington this week. They called upon Senator Cullom and asked him to try and have the paragraph providing for a survey of the Chicago river amended, so as to give Chicago the assurance that there will be a 21-foot channel in the river. The Senator pointed out to them that Congress could do no more than provide for a survey and an estimate of the cost of such improvement, and this must be exclusive of the cost of removing or constructing bridges or piers, or lowering tunnels. The federal government would not be responsible for such improvements, and to attempt to change the paragraph would be to defeat the measure entirely.

The tug Perfection, of the Dunham line, left Chicago Sunday morning, the 19th, with the schooners Fannie Neil and Stephenson in tow for South Chicago to load grain. When off the 4-mile crib the stern pipe on the Perfection bursted. The crib keeper was attracted by the alarm signal on the tug, and thinking her on fire telephoned the fireboat Illinois, which quickly responded in charge of Capt. James Aolan, who upon his arrival rescued the tug crew and took the sinking tug in tow and started at full speed for the harbor, which was safely reached when the tug was turned over to other tugs of the Dunham line, which in turn placed the boat in Miller's dry dock. Capt. Aolan and Pilot Hubbard received great credit for the quick run and skill exercised in the rescue of the crew and in towing the sinking tug Perfection back to port.

CLEVELAND.

Special Correspondence to The Marine Record.

The Globe Iron Works Co. are figuring on new contracts and another order is likely to be placed with that firm within a few days.

The steamer Samuel Mitchell is being fitted with a Shaw & Spiegle steam towing machine manufactured by the American Ship Windlass Co., Providence R. I.

A managing owner here has been offered a very handsome bonus to make over the contract which he has on hand for two large steel steamers, right or wrong, he would not let go, although another owner considered it would have been good business to thus secure a season's earnings in advance.

The sum of $768.25 with costs has been awarded by the United States District Court, at Portland, Me., to the crew of the barge Wm. D. Becker, for wages due them. The Becker was one of the barges chartered from Cleveland by the Atlantic Transportation Co. In the libel of Boothbay parties against the same vessel in an action to recover for supplies, a decree of $147.49 and costs was awarded.

It is understood that there is to be a change of observers in the Weather Bureau Office. H. T. Stiff, who has seen service under Forecast Official Bassler for over a year at Cincinnati comes to Cleveland, exchanging places with W. B. Schlomer. Mr. Schlomer, who entered the service in Cincinnati, was promoted to typewriter, passed the civil service examination, and was made a kite observer in Washington, D. C., and afterwards promoted to observer at Cleveland.

There has been a feeling this week looking to secure some vessels to carry lumber at $1.75 rate, but owners are holding off for $2 per M feet. Rates are firmer for ore charters though there are not many on the market. In coal freights nothing less than 40 cents to Lake Michigan and 30 cents to Lake Superior is looked for on season charters, some of which it is stated has been placed but chartering is slow, or if coal is taken or placed no one seems to want to talk about it.

A committee appointed by the Cleveland Yacht Club to secure a naval training ship for this port is in correspondence with the Navy Department. The members of the committee are Geo. W. Gardner, P. W. Rice and G. H. Worthington. It is understood that the committee will endeavor to obtain an auxiliary yacht, so that the sailors will receive a training in the handling of canvas, as well as in the handling of machinery. The Navy Department is to provide all essentials this time, including instructors. The naval reserve corps and its advisers, chiefly the advisers, made a fiasco of their first and last attempt in handling the old cutter Johnson.

FLOTSAM, JETSAM AND LAGAN.

The rebuild of the tug John Leathem at Sturgeon Bay is progressing from the bilge up with new stern and fan tail.

The small tug being built at Manitowoc for Sturgeon Bay canal government service will be ready by the opening of navigation.

Superior, Wis., has nine elevators with a storage capacity of 13,500,000 bushels, which is increased by the mill storage to 14,750,000 bushels.

An unknown man was drowned at the mouth of the Ludington harbor on Monday. He is supposed to have been a member of the car ferry Pere Marquette's crew.

It is stated that Capt. Adolph Frietsch, who has made a small boat voyage across the Atlantic, will now try to sail from San Francisco to Manila in a flat-bottomed centerboard boat 24 feet long.

John Boyland, a fireman on the steamer Alice Stafford for the past four seasons, was drowned Saturday night while crossing the ice near Frankfort. Boyland's home was in Ireland. A brother lives in New York.

Duluth grain men anticipate that by the opening of navigation, the elevators at the head of Lake Superior will be filled to their utmost capacity, 25,000,000 bushels. There will be more grain than has ever been in store at the head of the lakes.

The Marine Engineers' Beneficial Association branch, at Sault Ste. Marie, has elected the following new officers: President, Peter Kelly; vice-president, J. R. Cook; financial secretary, Norman Rains; corresponding secretary, F. Sterling; treasurer, Moses Beauchamp; trustees, John Jordan, J. R. Cook and M. Lewis.

M. N. Hunt has been awarded the contract for building the weather bureau office to be erected in the canal park at Sault Ste. Marie. Tenders for this work were submitted last fall. The building will be of brick, 28x30 feet in dimensions, two stories high, with basement and attic. The contract calls for the completion of the building by July 1.

Through the neglect of some parties at Antwerp the Italia, under charter to the International Navigation Co., was placed under the expense of a voyage from Philadelphia to New York and return, with the additional cost of dry docking all to place four rivets in her bottom forward, which were overlooked when she was being repaired at Antwerp. The absence of the rivets caused the vessel to leak considerably on her recent voyage from Antwerp to Philadelphia.

Lieut. W. S. Hughes, U. S. N., in charge of the Branch Hydrographic Office, San Francisco, Cal., under date of February 2, 1899, reports: The bottled paper thrown overboard by Captain R. Fulton, British ship Ancaios, on the 13th of September, 1898 (?), in latitude 36 degrees 15 minutes south; longitude 26 degrees or 36 degrees 38 minutes east, was found at the mouth of Little Brak river, Mossel Bay, South Africa. The writing on the paper was almost obliterated.

CONTRACT FOR NEW STEAMER.

It is expected that the contract for the railroad car ferry steamer for the Flint & Pere Marquette Railroad Co., which is to be practically a duplicate of the Pere Marquette, built by the Globe Iron Works Co., Cleveland, will be awarded this week.

METAL ON THE BOOM.

Relative to the manufacture of iron and steel the Iron Age says that there is increasing excitement in the iron trade, and prices are now advancing in leaps and bounds. Continued heavy requirements are coming into the market, both for raw material and for finished goods. Some of the great producers are in a congested condition, and instances are quoted of great plants that are practically sold out until October. A growing disposition is observed to try to cover for as much of the second half as is possible.

Bessemer pig in the central west has been advanced $1 per ton, and is now $12, valley furnace. It is reported that a large concern purchased about 50,000 tons in the open market for a plant in the Cleveland district, needing its own iron at the home plant. Beyond this the volume of business in this business has been small. Quite a large demand has developed, however, in the central west for basic pig, chiefly for the second half. One concern is in the market for about 40,000 tons.

In foundry iron the market is very stiff. The furnaces in eastern Pennsylvania have made good sales, while southern concerns have again sold largely for export, the aggregate being 30,000 tons, of which 10,000 tons was basic pig.

For prompt steel there is almost a famine, and as high as $21 has been paid in Cleveland district, and $22 and upward in the east. The volume of business, however, is small. Wire rods are not to be had at any price, the leading producers needing its output for its own requirements.

Steel rails in the east have advanced to $22, under a fair business. The price has now reached a point where we are no longer under the parity of the world's markets, and must surrender the export trade unless willing to sell at a concession, or unless the foreign prices advance. It looks as though an order for 12,000 tons for China would go abroad.

MARITIME LAW.

COTTINGHAM V. ABBOTT ET AL.

(*District Court, D., Mass., Dec. 6, 1898.*)

SHIPPING—RATE OF DISCHARGING CARGO—CONSTRUCTION OF CHARTER PARTY.—A charter party for a vessel to be loaded with lumber provided that "the lay days" for loading or discharging shall be as follows (if not sooner dispatch), commencing one clear day from the time the captain reports his vessel ready to receive or discharge cargo: * * * Loading with all possible dispatch, but not less than 25 M. feet daily. * * * The cargo or express to be * * * delivered according to custom of the port of discharge." Held, that such contract did not expressly provide for the rate of discharge at 25 M. feet daily.

SAME—CUSTOM OF PORT.—A custom of a port as to the rate of discharging a certain kind of lumber from a vessel, to govern the rights of parties under a contract otherwise indeterminate, must not only be established and reasonable, but also certain and definite. Such a custom cannot be found on testimony that the rate is "from 17,000 to 20,000" feet per day, or "from 25,000 to 30,000" feet. Such testimony can only establish the usual or average time for unloading, and is valuable only as showing the limits, under ordinary circumstances, of a reasonable rate of discharging lumber of that kind at such port, and does not obviate the necessity of considering the particular circumstances of each case.

SAME—INCONVENIENCE OF WHARF—LIABILITY OF CONSIGNEE FOR DELAY—Where the wharves at a port are not all equally convenient for the discharge of every sort of cargo, in the absence of a custom establishing a uniform rate, a reasonable rate of discharge is not necessarily the same at all wharves, and, while a wharf may be so inconvenient as to render the consignee responsible for the delay in discharging thereat, the reasonable convenience required is not the highest degree of convenience either imaginable or actually existing.

It was a libel in admiralty for demurrage on account of delay of the respondents, as consignee, in discharging a cargo.

THE TULE LIFE PRESERVERS.

EXTRACT FROM A REPORT OF THE COMMITTEE ON LIFE-SAVING APPLIANCES OF THE BOARD OF SUPERVISING INSPECTORS AT ITS RECENT MEETING, JANUARY AND FEBRUARY, 1899, ON THE SUBJECT OF THE "TULE LIFE-PRESERVER."

Your committee would state that, so far as they have any information on the subject, though this board has given its approval to quite a number of different life-preservers, there are practically in use at this time but three, namely, the "solid cork," the "granulated cork," and the "tule." Of these three your committee can find no evidence of record, that has ever failed to perform the duty required of such devices.

The buoyant qualities of the best grade of cork needs no description by your committee, but, as is asserted in a report of a committee of this board in 1884, page 66 of the proceedings of that year, "There appears to be as much difference in the various grades of cork as there is in other woods," for example, 4 pounds of the best cork will sustain in the water 24 pounds dead weight, whilst 9 pounds of a poorer grade does not have sufficient buoyancy to sustain the same weight. It will thus be seen that the degree of buoyancy of cork depends alone upon its quality.

In regard to the Tule life-preservers, about which some adverse criticisms have been made, because of a lack of information of the general public on the subject, your committee deem it proper to furnish such information in part, first as to its buoyant qualities, as described by General Sherman on page 74, 1st volume of his Memoirs, as follows:

"While we were surveying at 'New York of the Pacific,' occurred one of those little events that showed the force of the gold-fever. We had a sailor boy with us, about seventeen years old, who cooked our meals and helped work the boat. On shore, we had the sail spread so as to shelter us against the wind and dew. One morning I awoke about daylight and looked out to see if our sailor boy was at work getting breakfast; but he was not at the fire at all. Getting up, I discovered that he had converted a tule-bolsa into a sail-boat and was sailing for the gold mines. He was astride this bolsa, with a small parcel of bread and meat done up in a piece of cloth; another piece of cloth, such as we used for making our signaling stations, he had fixed into a sail, and with a paddle he was directing his precarious craft right out into the broad bay to follow the general direction of the schooners and boats that he know were ascending the Sacramento River. He was about a hundred yards from the shore. I jerked up my gun and hailed him to come back. After a moment's hesitation, he let go his sheet and began to paddle back. This bolsa was nothing but a bundle of tule, or bull-rush, bound together with grass-ropes in the shape of a cigar, about 10 feet long about 2 feet through the butt. With these the Californian Indians cross streams of considerable size."

Second reference is made to the following experimental test of the Board of Supervising Inspectors before giving the tule life-preserver its approval; the following being the report of the committee of the board upon the subject, namely:

"The special committee to which was referred the communication of James F. Dumont, together with a life-preserver weighing 4½ pounds, made of California tule, beg leave to report that they have carefully examined said preserver, and find it possesses great buoyancy, and that the material seems peculiarly adapted to the construction of life-preservers.

"The committee found that 4½ pounds of said material, after having been submerged 46 hours, had a buoyancy of 27 pounds.

"The committee recommend the approval of said life-preserver when the same shall have a buoyancy of 24 pounds, and the ends of the tule shall be securely tied with copper wire."

(Signed) MARK D. FLOWER,
S. S. GARRETT,
FRANK BURNETT, } Committee.

Practical test of the tule life-preserver are shown in the report of the local inspectors with tule life-preservers found on the bodies of the persons rescued from the wreck of the steamer Vernon, on Lake Michigan, in the fall of the year 1887. The report referred to reads as follows:

EXTRACT FROM THE MINUTES OF THE BOARD OF SUPERVISING INSPECTORS OF JANUARY 23, 1888. PAGES 11 AND 12 PROCEEDINGS 1888.

Mr. Robinson, Chairman of the Committee of Life-Saving Appliances, made the following report, which was unanimously adopted:

Your committee, to whom was referred the communication from manufacturers of life-preservers, in which they also send a number of clippings from newspapers, from which they attempt to show that the tule life-preservers that were on board of the propeller Vernon at the time of her foundering on Lake Michigan, in the fall of 1887, were not reliable life-preservers, and should be condemned by the board. Your committee would respectfully report that from the evidence presented from the Department, your committee are satisfied that in the case of the propeller Vernon, the tule life-preserver proved itself to be equally as buoyant as the cork life-preserver, and no action of the board is required; and your committee further recommend that the report of the tests made by the inspectors of Milwaukee be spread upon the minutes.

Respectfully submitted,
(Signed) W. D. ROBINSON,
MARSHALL PARKS, } Committee.

OFFICE U. S. LOCAL INSPECTORS OF STEAM VESSELS,
MILWAUKEE, WIS., November 30, 1887.

HON. JAMES A. DUMONT, SUPERVISING INSPECTOR-GENERAL, WASHINGTON, D. C.

SIRS: We have to report that in accordance with your letter of instructions dated Washington, D. C., November 3, 1887, and marked on the left-hand corner G. N. W., we had Mr. Peter Kein, agent and member of the Northern Michigan Line, who were running the steamer Vernon under charter at the time she was lost, send to Two Rivers for one of the tule life-preservers. He did so, and received two of them on the 14th instant, which were marked "Vernon;" also marked with United States local inspectors' stamp of approval at San Francisco.

The manufacturer's name does not appear on them, we presume the material used for that purpose washed off. We opened them at the end and found the ends of the tule bound with one part of copper wire.

These two preservers were taken from off two of the victims of the ill-fated steamer Vernon, which they had sustained and kept afloat ninety-six hours when found and taken out of the lake. We weighed one of these life-preservers, which was yet quite wet and water-soaked; it weighed 14 pounds with cover and straps on. We then attached 24 pounds of iron to it and put it in the river where we kept it constantly for over eleven days, and it buoyed or floated the iron all that time, the buoyancy continued to grow less each day, so that when we took it out, there was but two small corners above water. Counting the ninety-six hours it was in the water before being taken out of the lake, would make over fifteen days they had been in water.

After taking it out of the river, we washed the dirt off and weighed it again, and it weighed 23 pounds. We then weighed the other tule life-preserver, which had been drying out in a warm place all the time the last mentioned preserver was in the river, and found it weighed 9 pounds, and we put 24 pounds of iron on it, which it buoyed up above and clear of the water for 48 hours. Inclosed please find the coroner's verdict. Yours very respectfully,

(Signed) WM. FITZGERALD,
DUNCAN C. REED,
U. S. Local Inspectors of Steam Vessels.

Note: Inclosed in above letter was a newspaper slip containing a report of the verdict of the coroner's jury in the Vernon case, from which are taken the following extract relative to the efficacy of the life-preservers, both "cork" and "tule."

Second. That from the life-preservers found upon them and from the evidence submitted to us, we conclude that each and all belonged to the missing steamer Vernon, supposed to have foundered on the date above given, about 12 miles east of Two Rivers Point.

* * * * * * * *

Fourth. We find that the bodies, each and all, wore life-preservers and were buoyed up by them; that ten of the life-preservers are what are known as "tule" life-preservers and nine as "cork" life-preservers. As the bodies were apparently equally well buoyed up we are unable to express any opinion regarding the respective merits of "tule" and "cork" life-preservers.

The following report from the U. S. Local Inspectors at Boston, Mass., relating to experimenting with a "tule" life-preserver from the ill-fated steamer Portland explains itself:

BOSTON MASS., DECEMBER 24, 1898.

JAS. A. DUMONT, ESQ., U. S. SUPVG. INSPR. GEN'L., WASHINGTON, D. C.

SIRS: Pursuant to your directions we secured a "tule" life-preserver which came on shore from the lost steamer Portland, see affidavit enclosed as to its identity, we proceeded to make a careful and thorough test as to its floating efficiency and beg leave to submit the following in detail.

The water for the test was taken from Boston Harbor, sea water at its normal temperature. The weight used was our own regulation lead, 24 lbs., which was attached during the entire floating test.

Duration of test from Dec. 20, 1:15 p. m. to Dec. 24, 1:15 p. m., 96 hours.

Before beginning life-preserver dry, weighed	3¾	lbs.
At beginning it floated with 4 lbs. additional iron, total	28	lbs.
At end of 9 hours it still floated	28	lbs.
At end of 19 hours it floated with a total of	26	lbs.
At end of 24 hours it floated with a total of	25	lbs.
Weight after letting surface water run off	11½	lbs.
At end of 48 hours it weighed	13	lbs.
And floated	24½	lbs.
At end of 72 hours it weighed	14	lbs.
And floated	24½	lbs.
At end of 80 hours it went down with	24	lbs.
At end of 96 hours it weighed	15½	lbs.
And floated	22	lbs.

We do not consider it necessary to further prolong the test and end here.

Respectfully submitted,
(Signed) ALBERT C. CRANDALL,
ANDREW J. SAVAGE,
Local Inspectors.

Your committee, they believe having exhausted the subject before them, in this report, beg leave to be discharged from further consideration of the subject.

(Signed) JOHN BERMINGHAM,
CHAS. H. WESCOTT,
WM. R. TIBBALS, } Committee.

The tug Pankratz recently smashed her stem at Muskegon while assisting the carferry steamer. She ran into the ferry.

SHIPPING AND MARINE JUDICIAL DECISIONS.

Suit for Injury to Cargo of Tow.—In a suit against a tug by the owner of the cargo of a tow for its injury resulting from the collision of the tow with the pier of a bridge, where the tug was at fault, it is no defense that the tow was also negligent. The Julia, 91 Fed. Rep. 171.

Navigable Waters.—Gov. Nicolls' grant, in 1666 to the inhabitants of Harlem, did not pass lands located between high and low water marks in the Harlem river, the title to which vested in the city of New York by Gov. Dongan's charter, in 1686.

Riparian Owners—Right to Build Pier.—Where a riparian owner, without a grant from the state, builds a pier in the shoal water adjoining his premises to reach the navigable portion of a stream, and such pier does not obstruct navigation or interfere with any public use, the state cannot, without showing a public necessity therefor, compel the removal of the structure. People vs. Mould, 53 N. Y. Supp. 453.

Detention of Vessel by Charterer.—Under a charter provision that, if the vessel should "be dispatched" in less time than was specified for loading, the charterers should be allowed dispatch money for each working day so saved, the charterers were not entitled to dispatch money for time elapsing after the vessel was actually loaded, but during which she was detained by their withholding her clearance papers without justifiable cause. Red "R" S. S. Co., Limited, vs. North American Transport Co., 91 Fed. Rep. 168.

Liability of Vessel for Shortage in Cargo.—A vessel is not liable for a shortage in the number of bags of sugar set out in the bill of lading signed by the master, although such bill and the sugar represented by it have passed to a bona fide purchaser, where no fraud is charged, and it is conceded that all the suger actually received on board, or which came into the hands of the master, was delivered. Maddock vs. American Sugar-Refining Co., 91 Fed. Rep. 166.

Computation of Dispatch Money.—Under a charter specifying the number of days allowed for loading, exclusive of Sundays and holidays, and providing that dispatch money is to be allowed the charterer for "each running day or part of a day saved in loading," dispatch money is to be computed on the difference in time between the time the loading was actually completed and the vessel turned over to the master for the purpose of the voyage and the time when the lay days for loading would have expired under the charter, including Sundays or holidays occurring during such time. Red "R" S. S. Co., Limited, vs. North American Transport Co., 91 Fed. Rep. 168.

Collision—Excessive Leeway.—The Iroquois and the Powell, both sailing vessels, came into collision in the night, while attempting to pass. The wind was light, the Powell in ballast, closehauled, and entitled to right of way. When the vessels were 400 yards or more apart, and, according to the weight of evidence, both showing red lights, the Iroquois ported, to give more room, while the Powell kept on her course. It was conceded that the Powell was making a point and a half leeway, which was the cause of the collision, but the evidence did not show the amount of leeway which, under the existing conditions, should have been anticipated. Held, that under the evidence neither vessel could be adjudged in fault. The Iroquois, 91 Fed. Rep. 173.

Collision of Tow with Bridge—Negligence of Tow.—A small tug engaged to tow loaded canal boats, six miles down the Hudson, in the daytime, made up a fleet of six, arranged two abreast and lashed together, making the fleet 54 feet wide and 200 feet long. Some of the boats were loaded with lumber standing 11 feet above the water. The river was high and the wind strong. In passing between the piers of a bridge, 200 feet apart, one of the boats collided with a pier and was sunk. A fleet of the same number, similarly made up, preceding the one in question, passed the bridge in safety. Held, that the collision was not due to inevitable accident, but to the negligence of the tug either in making up the fleet as it was or in its navigation. The Julia, 91 Fed. Rep. 171.

Liability of Carrier for Damage to Cargo.—A clause in a bill of lading exempting the carrier from liability for loss or damage "occasioned by causes beyond his control," following the enumeration of a large number of specific causes, including perils of the sea, fire, accidents of navigation, and others of like nature, which would be covered by such clause if given a broad construction, must be restricted in meaning to clauses of the same general nature as those particularized. As so construed, such clause does not relieve the carrier from liability for damage occasioned while the vessel was in port and being unladen, by the explosion of certain detonators forming a part of the cargo, which made a hole in the side of the ship, through which the sea water entered and injured the goods, where the detonators were shipped and handled in the usual way, and the explosion was an unusual, and even an unprecedented occurrence. The G. R. Booth, 91 Fed. Rep. 164.

THE plans for the stone dry dock at Boston indicates that we are to have a fine structure. Its length over all will be 789 feet, and along the bottom to the outer gatesill will be 729 feet. Its gateway will be an inverted stone arch, with thirty feet of water over the keystone, and its water line width will be exactly 100 feet. The appropriation available is only $1,025,000, and it is feared it may not cover the cost of so large a structure.

KIPLING IN THE ENGINE ROOM OF A BRITISH WARSHIP.

NO. 2 WELSH COAL.

"Isn't it scandalous? Isn't it perfectly damnable?" said an officer after we had got under way, pointing to the foul, greasy columns of smoke that poured from every funnel. "Her Majesty's Channel Squadron, if you please, under steam, burning horse-dung."

Truthfully, it was a sickening sight. We could have been seen 30 miles off, a curtain of cloud, spangled and speckled with bits of burning rubbish and lumps of muck. The first lieutenant looked at the beach of clinkers piling up on his hammock nettings and blessed the principality of Wales. The chief engineer merely said, "You never know your luck in the navy," put on his most ancient kit, and was no more seen in the likeness of a Christian man. Fate had hit him hard, for, just as his fires were at their pink of perfection, a battleship chose to get up her anchor by hand, delaying us an hour and blackening the well-cherished furnaces. "No. 2 Welsh" (this must have been an Admiralty jest) needs a lot of coaxing.

CHIMNEY SWEEPS ON THE HIGH SEAS.

But we were not quite such an exhibition as the Arrogant. She showed like a chemical works in full blast as we swept out of Bantry and headed south for the Scillies. Then up came the Blake, a beautiful ship, giving easily to the swell that was lifting us already, and she dodged about left and right till we asked: "What are you trying to do?"

"Trying to get out of your smoke," said she, vomiting cascades of her own the while. Meantime the fleet rams were doing their best to blind and poison us, and the battleships sagged away to leeward looking like wet ricks ablaze. It was not the ignominy of the thing—the mere dirt and filth—that annoyed one so much as the thought that there was no power, in the state which owns its existence to the navy, whereby a decent supply of state-owned, state-dug coal could be assured to us. There had been a strike, and while masters and men were argle-bargling ashore, Her Majesty's ships were masquerading in the guise of chimney-sweeps on the high seas. The delay, the disorder, the cruel extra work on stokers, not to mention the engineers, who at all times are worked pitilessly, is, in peace, no more than merely brutal. In war it would be dangerous.

FOUR HOURS AT FULL SPEED.

As if that were not enough, the swell that the battleships recorded in their logs as "light" (Heaven forgive them!") began to heave our starboard screw out of the water. We raced and we raced and we raced, dizzily, thunderously, paralytically, hysterically, vibrating all down one side. It was, of course, in our four hours of full speed that the sea most delighted to lift us up on one finger and watch us kick. From 6 to 10 p. m. one screw twizzled for the most part in the circumambiemt ether, and the chief engineer—with coal-dust and oil driven under his skin—volunteered the information that life in his department was gay. He would have left a white mark on the assistant engineer, whose work lay in the stokehold among a gang of new Irish stokers. Never but once have I been down in our engine room, and I do not wish to go again till I can take with me their designer for four hours at full speed. The place is a little cramped and close, as you might say. A steel guard, designed to protect men from a certain toothed wheel round the shaft, shore through its bolts and sat down, very much as a mudguard sits down on a bicycle wheel. But the wheel it sat on was also of steel, spinning 190 revolutions per minute. So there were fire works, beautiful but embarassing, of incandescent steel sparks, surrounding the assistaut engineer as with an aurora borealis. They turned the hose on the display, and at last knocked the guard sideways, and it fell down somewhere under the shaft, so that they were at liberty to devote their attention to the starboard thrust-block which was a trifle loose. Indeed, they had been trying to wedge the latter when the fireworks began—all up their backs. The thing that consoled them was the thought that they had not slowed down one single turn.

THE NAVAL ENGINEER.

"She's a giddy little thing," said the chief engineer. "Come down and have a look."

I declined in suitable language. Some day, when I know more, I will write about the engine rooms and stokers' accommodations—the manners and customs of naval engineers and their artifices. They are an amazing breed, these quiet rather pale men, in whose hands lie the strength and power of the ship.

"Just think what they've got to stand up to," says Twenty-one, with the beautiful justice of youth. "Of course they're trained at Keyham and all that, but fancy doing your work with an 8-inch steam pipe in the nape of your neck, an' a dynamo buzzin' up your back, an' the whole blessed shoot whizzin' round in the pit of your stomach! Then we jump about an' curse if they don't give us enough steam. I swear, I think they're no end good men in the engine room!"

If you doubt this, descend by the slippery steel ladders into the bluish copper-smelling haze of hurrying mechanism, all crowded under the protective deck; crawl along the greasy foot-plates, and stand your back against the lengthwise bulkhead that separates the desparately whirling twin engines. Wait under the low-browed supporting columns till the roar and the quiver has soaked into every nerve of you, till your knees loosen and your heart begins to pump. Feel the floors lift below you to the jar and batter of the defrauded propeller as it draws out of its element. Try now to read the dizzying gauge-needles or find a meaning in the rumbled signals from the bridge. Creep into the stokehold—a boiler blistering either ear as you stoop—and taste what tinned air is like for a while. Face the intolerable white glare of the opened furnace doors; get into a bunker and see how they pass coal along and up and down; stand for five minutes with slice and "devil" to such labor as the stoker endures for four hours.

HIS HOURLY RISK.

The gentleman with the little velvet slip between the gold rings on his sleeve does his unnoticed work among these things. If anything goes wrong, if he overlooks a subordinate's error, he will not be wigged by the Admiral, in God's open air. The bill will be presented to him down here, under the two-inch steel deck, by the power he has failed to control. He will be peeled, flayed, blinded, or boiled. That is his hourly risk. His duty ships him from one ship to another, to good, smooth, and accessible engines, to vicious ones with a long record of deviltry, to lying engines that cannot do their work, to imposters with mysterious heart-breaking weaknesses, to new and untried gear fresh from the contractor's hands, to boilers that will not make steam, to reducing valves that will not reduce, and anxiliary engines for distilling or lighting, that often give more trouble than the main concern. He must shift his methods for each, and project himself into the soul of each; humoring, adjusting, bullying, coaxing; refraining, risking, and daring, as need arises. Behind him is his own honor and reputation—the honor of his ship and her imperious demands, for there is no excuse in the navy. If he fails in any one particular, he severs just one nerve of the ship's life. If he fails in all, the ship dies—a prisoner to the set of the sea—a gift to the nearest enemy. And, as I have seen him, he is infinitely patient, resourceful and unhurried. However, it might have been in the old days when men clung obstinately to sticks and strings and cloths, the newer generation, bred to pole-masts, know that he is the king pin of their system. Our assistant engineer had been with the engines from the beginning, and one night he told me their story, utterly unconscious that there was anything out of the way in the noble little tale.

NO END GOOD MEN.

It was his business so to arrange that no single demand from the bridge should go unfulfilled for more than five seconds. To that ideal he toiled unsparingly with his chief—a black sweating demon in his working hours, and a quiet student of professional papers in his scanty leisure.

"An' they come into the ward room," says Twenty-one, "and you know they have been having a young hell of a time down below, but they never growl at us or get stuffy or anything. No end good men, I swear they are."

"Thank you, Twenty-one," I said. "I'll let that stand for the whole navy if you don't mind."—Rudyard Kipling in the New York World.

ABSTRACT OF BIDS.

Abstract of proposals received in response to advertisement for setting concrete footing blocks and building concrete superstructure in place on south pier of Duluth ship canal, and for building and piling concrete footing blocks for the north pier of Duluth ship canal, Minn., opened by Major Clinton B. Sears, Corps of Engineers. U. S. Army, Feb. 16, 1899, at Duluth, Minn.:

	Name and Address of Bidder.	For setting footing blocks, complete, 666 more or less per block.	For building in place concrete superstructure, complete, 7634 cu. yds. more or less, per cu. yd. concrete.	For building and piling concrete footing blocks, complete, 2310 cu. yds. more or less, per cu. yd. concrete.	Total.
1.	King & Steele, Duluth, Minn.	$10.50	$6.10	$5.25	$65,897.90
2.	Frank Campbell, Duluth, Minn	3000.00*	4.05	3.90	42,926.70
3.	Mac Leod, Campbell & Smith Co., Duluth, Minn.	7.75	5.50	5.50	60,008.50
4.	Eagle & Osman, Duluth, Minn.	3.00	3.91	3.50	41,363.94
5.	Chas. Stone, St. Paul, Minn.	2.10	3.65	3.90	38,313.70
6.	Butler-Ryan Co., St. Paul, Minn.	8.00	4.25	3.90	46,941.50
7.	P. McDonnell, Duluth, Minn.	8.00	4.75	5.25	53,877.00

* Bidder says these figures are in total.
Cement and gravel is furnished by the United States.

Chas. Stone, St. Paul, Minn., is the lowest bidder and will likely be recommended as the successful competitor.

A FINE passage has just been made by the four-masted barque Puritan, 2,361 tons, built in 1889 at Glasgow by Messrs. J. Reed & Co. She left New York 30th November with a cargo of grain for Leith, and passed the Butt of Lewis 15th December. Such a performance almost equals that of the famous clippers of the Black Ball Line. In 1854 the Red Jacket, from New York to the Mersey, took 13 days. In the same year the Lightning and the James Baines, from Boston to the Mersey, did the voyage in a little less than 13 and 14 days respectively. In 1866 the Staffordshire took 14 days from New York to Liverpool. In 1862 the Dreadnought took 9 days and 17 hours from Sandy Hook to Queenstown, and established a record which still remains unbeaten.

NOTES.

WE are ourselves to blame for our neglect and indifference of our merchant marine in the foreign trade. Had the nation given proper attention to it, its present plight would have been impossible.

WHEN we think of the valor and skill of our seamen, shown in the history of the country from the time of the revolution down to the present time, and we remember that our shipbuilders are the peers of the best anywhere else in the world, is it any wonder that we chafe under the humiliation of the fact that over 90 per cent. of our imports and exports are carried in foreign vessels, and less than 10 per cent. in American vessels?

SHOULD the appropriations for the Navy render such a course advisable, it is the desire of the Government to enter upon a policy of expansion in the direction of docking facilities for our large ships outside of the United States. In this connection it is believed to be the intention to install a large dock at Manila. The necesstties of our future Asiatic station render this a course of necessity and it is believed that with such a preparation for eventualities the status of the United States in the Far East will be materially improved. At present the situation along this line of work is far from satisfactory, the docking of our ships of all classes being of necessity at Hong Kong, and through the courtesy of the British government.

THE opening story of the March number of the Round Table, "My Borrowed Torpedo-Boat," is an account of a stirring adventure in Russia, in which the hero escapes by stealing one of the Czar's torpedo-boats. The tale is from the pen of Mr. Julian Ralph. Another story is by Mr. Percie W. Hart, entitled "A Drummer of Warburton's," which tells of the coolness and bravery of a young English lad in the early Colonial days. "An Exchange of Ships," by George E. Walsh, is a description of a lively sea-fight. Besides these stories there will be several others, as well as an installment of Mr. Kirk Munroe's serial, "Forward, March!" "A Century of Exploration" is the title of an article by Mr. Cyrus C. Adams, to be published next month, telling of the advancement in geographical knowledge that has been made during the past hundred years.

THE payment of subsidies, or bounties, or equivalent aids, to a nation's shipping never benefits an individual or a corporation as it does the nation. Reduced freight rates and increased openings for a nation's surplus products in foreign markets is one of the direct advantages. Germany paid out to German steamship lines 44,306,548 marks in eleven years, without which payments the lines in question would have actually lost 49,565,112 marks. As it was the steamship lines really did lose, 5,258,564 marks during the eleven years. During the same time, however, German exports to the countries to which the subsidized steamships ran enormously increased. German workingmen and manufacturers were the great beneficiaries. Since then a vast trade has been established by these lines to Australia and Asia. Germany now has a strong foothold in those growing markets. There might have been no development whatever of this German commerce had not the Government subsidies made possible extremely low freight rates, which gave German manufacturers the chance they needed and availed themselves of.

OVER $1,000,000 worth of government property was destroyed by fire, which started in the large machine shop of the Brooklyn navy yard, known as machine shop No. 28, on Wednesday night, and the workings of the navy yard have received a serious setback. Many fine models and patterns of battleships, their parts and plans, have been destroyed and some of them cannot be obtained except by going over the work mapped out in the beginning. A great number of the models were simply copies of plans, drawings and specifications now in the storerooms of the department at Washington and these can be replaced at any time. The steam engineering department had a number of elaborate plans which were originated in this yard and they cannot be replaced. In the machine shop very little work was on hand. A number of small orders were being filled for the torpedo boats McKee, Rogers, Porter and some engine fittings were being turned out for the Newark, Scorpion and Indiana. The records and models of the battleship Maine, which was blown up in Havana harbor on Feb. 15, 1898, were also destroyed. The loss to the building is placed at $350,000; that on the machinery and lathes in the building, $400,000. The cost of the models and patterns is variously estimated, but officials in the yard put the total loss at a little over $1,000,000.

MARINE RECORD

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CLEVELAND, O., FEBRUARY 23, 1899.

It perhaps should be more clearly understood that the barometer shows the presence of the air, the thermometer the temperature, and the hygrometer the degree of moisture in the air.

The extraordinary record of 40.8 miles an hour was made at the second trials of the tordedo boat destroyer Hai Lung, just built at Elbing, Germany, by the Schichau works for the Chinese government. The runs were made in the open sea between the lighthouses at Pillau and Brusterort, which are 19 knots apart. The wind was fresh (five on the scale) and there was considerable sea on. The Hai Lung, according to the Koenische Zeitung, traversed the course several times, the average time for the runs being 32 minutes 28 seconds, which gives a speed of 35.2 knots, or 68 kilometers, or 40.8 statute miles. This exceeds by far any speed heretofore made on the water, surpassing even the best performance of the Turbinia.

As an indication of the improved business aspect rather than from any desire to boast of the RECORD'S increasing patronage, we point with some degree of pride to the following list of important firms who have placed their advertisements in the MARINE RECORD during the past two weeks: Detroit Electric Wiring & Repairing Co. page 3, Standard Pipe Covering Co. page 3, Mineralized Rubber Co. page 14, The Chisholm & Moore Manufacturing Co. page 14, The Youghiogheny & Lehigh Coal Co. and the Pittsburgh & Chicago Gas Coal Co. page 15, M. A. Hanna & Co. page 17, Pickands Mather & Co. page 17, Hoyt, Dustin & Kelly page 17, Ashland Business Men's Association page 19. The foregoing ten firms are among the most important and influential houses engaged in business on the lakes.

THE joint commission which is elaborating a treaty between Great Britain and the United States, involving a settlement of all the disputed questions between ourselves and Canada, has adjourned to meet at Quebec on August 2. Several questions are still in dispute, the most important being that with regard to the Alaskan boundary. The Canadians are anxious to have a seaport on the Lynn canal, while the American commissioners dispute the interpretation of the vague language of the old treaty fixing that boundary, under which the British commissioners claim that Skaguay is in Canadian territory. The territory above the present northern boundary of California—the parallel of 42 degrees was, early in the century, claimed by Russia, Great Britain and the United Saates. This vast area was called "the Oregon country." Russia, by treaty made with us in 1824, relinquished her claims south of the parallel of 54 degrees 40 minutes—the present southern limit of Alaska. This left the sovereignty of the territory from California to Alaska in dispute between the United States and Great Britain

THE ERIE AND WELLAND CANALS.

Owing to the light draft of water and limited dimensions of locks, and heavy expense of horse towage, it had become evident that the small class of boats employed on the Erie canal were unable to compete with the railways running between Buffalo and New York. A few years ago plans were prepared for the enlargment and deepening of the canal, by which boats of sixty per cent. greater capacity than at present employed could pass through, to be towed by steam or electric power at much lower cost than prevailed; by all of which the cost of transportation might be reduced one-half. The estimate of the cost of enlargement was $9,000,000. The legislature at Albany submitted the scheme for the approval of the electors of the State, and having received their sanction, appropriated the amount required. Great scandal has followed the expenditure of this large sum of money, which has been expended recklessly, and, it is charged, dishonestly. Major Symons, Corps of Engineers, U. S. A., was instructed by the United States Government to investigate and report on the various projects of improved inland water transportation. With regard to the then scheme of enlargement proposed for the Erie canal, he condemned it as utterly inadequate, and recommended that it should be so enlarged as to give facilities for barges 200 feet long, thirty feet broad, and drawing ten feet of water, the locks to be reduced in number and arranged to give passage to two boats at one lockage, with mechanical lifts to replace flights of locks where advisable, the business to be conducted by fleets consisting of one steam barge and three motorless consorts, running between Buffalo and New York; the barges to be strong enough for running on the Great Lakes. He estimated the expense for improvement of the whole route at about $40,000,000. He furnishes an estimate of the season's expenses of the fleet, including insurance, ordinary repairs, six per cent. annnal deterioration and six per cent. on investment, and shows that, exclusive of transfer charges at Buffalo, and without claiming anything for back freight, wheat could be transported from Buffalo to New York for 1.20 cents per bushel. Such extensive improvements may not be undertaken by the State of New York, but the possibility of their being accomplished is a feature which must be kept in view in any decision as to the merits of rival projects.

Regarding the Welland and St. Lawrence canal system. It may be a matter of regret that when the present system of canal capacity was adopted, Parliament did not anticipate such an immense increase in the capacity of the vessels employed on the Upper Lakes as has taken place. The existing system was adopted after a very thorough consultation with leading authorities on the subject. Mr. T. C. Keefer, in his treatise on Canals of Canada, shows that the following opinions were submitted to Parliament: "The superintendent of the Welland canal thought that 200 feet between lock gates was long enough; the Board of Trade, of Toledo, recommended 215 feet; the Board of Trade of Oswego, 250 feet; the Board of Detroit, 250 to 275 feet, with fifteen to sixteen feet depth of water; the Board of Trade of Milwaukee, 300 feet, with fifteen feet depth of water; the Boards of Trade of Toronto and Ottawa, 350 feet; Mr. Alvin Bronson, of Oswego (of long forwarding experience), 200 feet, and for vessels of 750 tons burthen; Mr. Charles Howard, of New York, 200 feet, which, he said, would pass 800 ton vessels, and allow deep sea vessels to pass through two-thirds loaded. The best authority in Canada, the manager of a transportation company in Montreal, thought that 'sailing vessels of 20,000 bushel capacity were most suitable for present harbors, as well as in reference to length of voyage.' "

In 1875 the Dominion Parliament adopted the present system of fourteen feet depth of water with locks 270 by 45 feet. However blameless the Dominion Parliament should be held with respect to their decision on the present inadequate canal system, it is difficult to find excuse for the apparently dilatory manner in which these works have been prosecuted, as they are not yet completed. They have been undertaken piece-meal, and parts have been completed at great cost, with the intermediate links unfinished. It would be difficult to estimate the loss sustained by the country through interest paid on the cost of hitherto almost useless finished canals, and through prolonged dear transportation, and the loss of commerce which these canals were intended to command. The failure to secure the expected traffic has been the cause of the indifference and distrust towards canal transportation, so generally expressed. Admitting that owing to the dimensions of the greater number of Upper Lake vessels, these canals are heavily handicapped, they may yet secure such a volume of traffic for the St. Lawrence route as will afford a gratifying return for the expenditure incurred in their construction.

The system of transportation by this route suggested by some of the most experienced men in the grain and forwarding trades, is the employment of one strong and powerful steamer with two large and strong steel barges as a fleet, having a capacity for carrying in all, about 225,000 bushels of grain in each trip. It is estimated that this fleet should make eight round trips between Lake Michigan ports and Montreal during the seven months of navigation. The season's expenses, allowing six per cent. on the cost of fleet, nine per cent. for unusual deterioration and marine insurance, and all running expenses, including ordinary repairs, are estimated at not over $45,000. Three cents per bushel for eight trips would yield for the season $54,000, which would cover expenses and canal tolls on grain. The revenue to be derived from west-bound freight should be more than sufficient to cover any loss from unforseen delays and contingencies. Under this estimate, the grain carried pays the forwarders a fair profit and contributes quite a large revenue to the government in shape of canal tolls. If tolls are abolished, the three cents per bushel would cover marine insurance on the grain.

In deciding upon the merits and probable success of any of the new projects which are proposed, or may be proposed, it is not enough to show that in cheapness of transportation they will be superior to the Erie or Welland and St. Lawrence canal routes as at present employed, but it must be shown that they will be cheaper routes than either of these when the proposed enlargements and improvements are completed.

NAVAL HONORS.

The Senate has passed a bill to revive the grade of Admiral of the Navy. It is of course intended that the rank shall be conferred upon Rear Admiral Dewey. The whole country will assent to this with enthusiasm. We have had no naval hero to equal him in popularity since the days of Farragut and Porter. They were the only two who have ranked as full admirals, and the grade was established to give them honor, precisely as the bill now before Congress proposes to revive it to honor Dewey.

The House should not fail to pass this bill before adjournment. The people of the United States expect it. It contains one provision which, rightly interpreted, is of itself a high compliment to Dewey himself. It exempts him from the operations of the retiring law, except upon his own application. This saves his services to the country for a number of years to come, and attributes to him the patriotic good sense of being able to decide when the infirmities of age render it a duty to the nation that he should ask to be placed on the retired list.

IT is a notable fact that in the construction of the torpedo destroyer Farragut the terms of the specifications have been so strictly adhered to in the engineering portion of the contract that not a dollar has been asked for as extra compensation, nor has a cent been deducted for work not completed. In the Bureau of Construction and Repair but one item under the head of "extras" has been asked for, amounting to $132.40. This record is unique in the history of governmental shipbuilding and reflects equal credit upon the contractors and upon the bureaus whence the specification emanated. Probably not another ship in the naval world has this record. When it is considered that the cost of this craft is no less than $227,500, this record becomes all the more remarkable. The displacement of the Farragut is 273 tons. The contractors and builders of this vessel are the Union Iron Works, of San Francisco.

ATTENTION is being turned toward collecting from the Government the funds paid by private vessel owners for the up-keep of necessary aids to navigation on the lake routes, in the interest of general commerce. Another equally pertinent claim would be for the re-imbursement of the costs of the shipping offices, or such portion at least as would seem equitable to those interested. There is no more reason why individual vessel owners should pay for the shipping of seamen at Buffalo, Cleveland, Chicago and other ports, than there would be in asking New York, Boston or Philadelphia to do so. The RECORD has touched upon this matter before, and, while it may take some time, we look to see it fully accomplished in the near future. There are other more important features for the Association of Lake Carriers to take up, and make large disbursements for, than that of keeping sailors' employment offices open at the principal lake ports.

THE DEATH OF CAPT. McKENZIE AT BUFFALO.

BUFFALO, Feb. 21.

Special to the Marine Record.

Capt. James McKenzie will live in the memory of his old shipmates, friends and associates as a man who minded his own business and gave no one a chance to attend to that of Capt. McKenzie's.

He died this morning at 2 o'clock. For 40 years he had sailed out of Buffalo and had lived here. He had considerable money invested in property in Buffalo and, in all, including his vessel property, was worth perhaps a quarter of a million dollars. He belonged to Hiram Lodge, F. & A. M., and Lake Erie Commandery, was a Shriner and a constant attendant at the Acacia Club. All his friends of young manhood lived here. He called upon them regularly and kept alive the friendship and acquaintance of earlier days. Intimate acquaintances he had by the score in marine circles. He was genial, companionable, agreeable to everybody with whom he came in contact.

And yet the men who knew him best can tell little about him except incidents that came under their observation and facts that relate to his character. Where he came from, who his relatives are, if he has any, all his life before he came to Buffalo, is a sealed book to dozens of the men who otherwise knew him intimately.

Capt. McKenzie was a bachelor. It is believed he was born on Prince Edward Island, 66 years ago. He came to Buffalo about 40 years ago. Capt. A. Clark, of Hall & Clark, vessel agent, was one of Capt. McKenzie's most intimate friends. He remembers his old friend first as mate of the steamer Omar Pasha, about 1859. Capt. McKenzie was in the Western Transportation Company for a number of years, commanding the steamers Free State and Oneida. He was master of the steamer Missouri, which sailed between Chicago and Lake Superior ports. Then he commanded the lighthouse tender Haze for 10 years, retiring about 10 years ago, when Capt. Jonn Baxter succeeded him. He had boarded at the Stafford House during the winter for many years, and when he retired from the Haze he went to the Stafford, where he has since lived, spending his time at the offices of the Red Star line, in which he was interested, visiting friends engaged in marine business and at the Acacia Club, where he seldom missed a day.

For the past year he had been in poor health. Several months ago he improved much and his friends noticed he was looking better, but lately his health grew worse, and a week ago he was compelled to remain in the house. Heart disease caused his death at the Stafford House at 2 o'clock this morning.

Edward Smith, of Brown & Co., one of Capt. McKenzie's warm friends, is trying to find the relatives of the dead man. He has succeeded in locating a nephew in Detroit and wired to him to send the addresses of closer relatives. Mr. Smith believes that Capt. McKenzie had two sisters somewhere in Nova Scotia and possibly a brother, but has not been able to learn their exact address. Nothing more than this is known.

Hiram Lodge took charge of the remains and will conduct the funeral, which will not be held for several days, as all efforts will be made to find relatives of Capt. McKenzie, and to this end the RECORD also wishes to lend its aid.

EASTERN FREIGHTS.

Messers. Funch, Edye & Co., New York, in their weekly eastern freight report to the RECORD, state as follows:

Whilst the unusually severe weather of the last week or so has naturally contributed to restrict business throughout the country, the general conditions underlying our export trade have not improved, as our much restricted list of charters effected for steamers unfortunately proves. With the exception of some enquiry for Portugal, the grain charters effected mainly serve to provide for previous sales, our markets being apparently placed under unsuccessful competition with offers from the River Plate and other distributing centres. For trades otherwise than grain, the demand for steamers is light; luckily the amount of open tonnage has narrowed down considerably, so that the first return of an average enquiry will bring an improvement in freights generally. Berth freights at the moment have fallen to very low and unremunerative figures, following the general decline. As one of the results of the late very unfavorable weather in the south, we would quote the fact that shippers of phosphate are generally and seriously behind in their deliveries, not having been able for some time to mine or ship the rock.

Sail tonnage continues in fair demand, but the scarcity of suitable vessels prevents a more active market. Rates consequently continue firm, with fair chances for further improvement, the one exception being in the barrel oil line to Europe, which is unusually dull, so that a couple of petroleum carriers, after having been quite a while waiting in port, had finally to accept a very low freight to Portishead or London. Case oil freights to the east, on the other hand, show another slight advance.

THE GRAIN BILL OF LADING.

The president of the Lake Carriers' Association proposes to call the Executive Committee and Grain Bill of Lading Committee to meet at Buffalo, March 7th, for a preliminary conference, and agree upon the position which the Lake Carriers' Association shall take at a general conference on Wednesday, March 8th, at the Buffalo Merchants' Exchange. On this date the various questions will be referred to small committees to consider and report upon the same at a second meeting to be held on Thursday, March 9th. It is hoped that the whole matter can be disposed of on the last-named date.

LAUNCH FROM THE LORAIN YARDS OF THE CLEVELAND SHIP BUILDING CO.

The new steamer that is being built for A. B. Wolvin, of Duluth, and others, will be launched from the Cleveland Ship Building Co.'s yard at Lorain at 2 o'clock next Saturday afternoon. Her general dimensions are, 450 feet over all; keel, 430 feet; beam, 50 feet, and 28 feet deep. She will be equipped with quadruple-expansion engines with cylinders 17, 25½, 38 and 60 inches, with 40-inch stroke. The water-tube boilers are to be allowed 250 pounds of steam. The new steamer is to be completed ready for delivery by April 15.

MARINE INSURANCE LOSSES.

The financial year just winding up has been anything but prosperous for the marine insurance companies. It has been years since underwriters have known so many single losses crowded into twelve months. A list of the twenty-six most important total losses during the year shows that the vessels were valued at $4,325,000 and the cargoes at $7,397,500. The losses have piled higher and higher from the very first day of this year, when the steamship Lepanto was sunk in collision with the Knight of St. George while bound from Boston to Hull. That disaster cost the companies something like $275,000, but it was not the greatest individual loss of the season by far. La Bourgogne was valued at $800,000, and her cargo at $500,000, while the Mohegan was approximated $700,000 and her cargo at $150,000. On the lakes there is a record for the year of fifty-six vessels lost, with a tonnage of 29,194, the valuation of which is placed at $2,600,000. This estimate does not include the partial losses, which will make almost as large an item in themselves.

LAKE COMMERCE OF SUPERIOR, WIS.

Superior's greatest element of business is her marine commerce and it is along this line that Superior has made the biggest gain in the past few years. In 1890 the receipts and shipments of the port were 1,083,938 tons; in 1893, 2,429,801 tons; in 1898, 4,314,373 tons. The valuation of this commerce in 1890 was $14,454,809; in 1893, $39,758,440; in 1898, $75,000. Thus taken as a whole, Superior's lake commerce has quadrupled since 1890 and nearly doubled since 1893. In 1890 the coal receipts were 875,000 tons, while last year they were 1,730,764 tons, an increase of 115 per cent. in eight years. In 1890 Superior's flour shipments were 1,383,390 barrels; in 1893, 2,642,820 barrels; in 1898, 4,105,761 barrels—more than tripled in eight years, and nearly doubled in the last five years. In 1890 there were no flour mills in Superior; in 1893 the mills ground 1,885,770 barrels of flour and last year they made 2,459,975 barrels, an increase of one-third. In 1890 Superior's grain shipments were 10,386,270 bushels; in 1893, 13,348,366; in 1898, 45,404,677 bushels, four times what they were five years ago. The grain receipts show a similar increase. In iron ore Superior's dock shipped 560,000 tons last season and there is every prospect that this amount will be doubled this year. The rapid increase of the lake commerce has necessitated the expenditure of an immense sum of money during the past five years in the construction of new docks and warehouses and in the enlargement of old ones, as well as in making other adequate improvements required of the vast business interests and developments.

MARINE ENGINEERS.

The grand president of the Marine Engineer's Beneficial Association now on a tour of the lakes, said in his address at Toledo, a few days ago, that the association he represented is nearly as old as the engineeriug profession, and followed with a history of the organization from the time of its foundation. The objects of the association are principally educational and beneficial, and getting the engineers better acquainted with each other.

The association had eliminated the tax of $10 per year for every engineer, pilot and master in the United States, and abolished the tax of 40 per cent. per month for the hospital fund of seafaring men. It had raised the educational qualifications of applicants for engineers' license by regulating the laws governing the granting of license to all officers, as the nature of the services of the engineer become more and more hazardous, owing to the higher pressure of steam and the complicated engines, and the large number render it necessary that the men who were to fill such positions should be of a higher standard than those who were then filling places.

The standard of engineers' licenses has been raised so that to-day they are recognized the world over, and it has been proved that the American engineer is to-day as competent as any man in the civilized world.

Ten men in the association who with minds set upon a good object, and who press forward with a firm determination, can do more than ten thousand on the outside, who are without unity of action and interest.

By the work of this association the engineers of to-day are as competent and sober a class of men as any organization of men in the country.

One of the most difficult things the association had to contend for, was to induce the United States government to accept the fact that the association would furnish men for the ships in the late war with Spain.

Finally that the government was induced to give it a trial, and in a very short space of time 56 men were enlisted in the service from our association, No. 33, of New York city.

President Uhler said it was unmanly for those who are non-members to enjoy the benefits without contributing to the cause, and by not taking out a membership in the order.

Any association that contributed to the livelihood and care of the families of its members is worthy of the highest and most earnest suppport of every one who is engaged in the profession.

The signs of the times are that the engineer is now receiving a partial share of the praise that is due to the craft. President Uhler said: "We feel thankful that the United States navy had for its chief engineer a member of the order, who served as engineer of the ill-fated Jeannette, and who was in charge of the only boat load that was left to tell the story, and who was sent back to search for, and found DeLong and his ill-fated companions."

BLOCKADE RUNNER'S INSURANCE.

An interesting question pertaining to insurance in time of war was before the Court of Queen's bench, London, on February 12, when the owners of the steamer Restormel (Br.) coal laden for the Spaniards in Cuba, and which was captured by the United States auxiliary cruiser St. Paul as she was attempting to enter the harbor of Santiago, sought to recover £4,000 on ocean marine insurance. The company defendants claimed that the Restormel's adventure was illegal, and that the fact that she was engaged in an attempt to supply coal to the Spanish navy was suppressed at the time the insurance was taken out. After the evidence of seizure of the Restormel had been submitted the case was adjourned.

BARRATRY.

An amended answer has been filed in the United States Court at Duluth by the British & Foreign Marine Insurance Company in the suit of the White Line Towing Company against the steamship Arthur Orr. The answer charges the towing company with gross negligence in its handling of the cargo from the wrecked steamer Orr, and introduces the loss of the copper that is supposed to have been stolen from the barge Noyes. The answer also claims that the towing company handled the flour very roughly in the work of wrecking the cargo, and thus damaged that part of the cargo to the extent of $8,000. Regarding the copper, the amended answer of the cargo claimants charges that $1,500 worth of copper was either stolen or embezzled after it had been removed from the Orr to the barge Noyes, and the allegation is made that it was so embezzled by men employed by the towing company.

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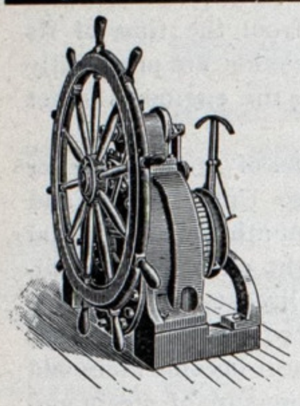

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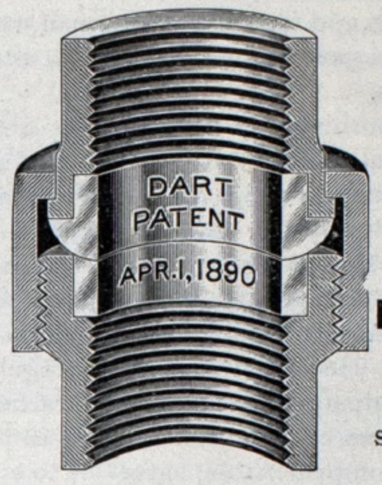

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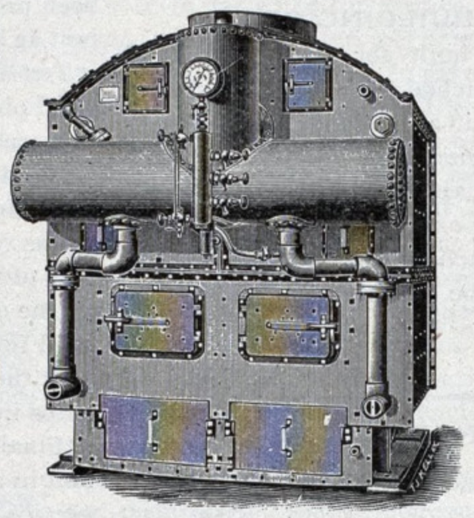

W. A. McGILLIS & Co.

DREDGING.

57 WADE BUILDING. CLEVELAND, OHIO.

NOTICE OF AN ACT OF CONGRESS REQUIRING INSPECTION OF HULLS OF SAIL VESSELS AND BARGES, AND LICENSING THE MASTERS AND CHIEF MATES OF SUCH VESSELS.

TREASURY DEPARTMENT,
STEAMBOAT INSPECTION SERVICE,
OFFICE OF THE SUPERVISING INSPECTOR GENERAL,
WASHINGTON, D. C., Feb. 9, 1899.

Owners, agents, masters and chief mates of sailing vessels of over 700 tons (gross), and of other vessels and barges of over 100 tons (gross), carrying passengers for hire, are hereby notified that, under an act of Congress approved December 21, 1898, to take effect on and after July 1, 1899, the classes of vessels above named will have to have their hulls inspected and certificated by the local inspectors of steam vessels at the various ports in the United States where such officers are located and employed.

The law referred to also requires that the masters and chief mates of the above described vessels shall be examined and licensed by the local inspectors of steam vessels to entitle them to act in the capacity named, and that it will be unlawful to employ any person, or for any person to serve as "a master or chief mate of vessels of over 700 tons who is not licensed by the inspectors." The penalty for a violation of this requirement will be $100 for each offense.

Local inspectors will be prepared to receive applications to examine and issue licenses to masters and chief mates of sail vessels of the tonnage above indicated on or about May 1, 1899. Applications by owners of sail vessels of 700 tons and upward, and of all other vessels and barges over 100 tons burden, carrying passengers for hire, will also receive consideration on and after May 1, proximo. A failure on the part of an owner of any vessel of the classes referred to herein to have the vessel's hull inspected and certificated will subject such owner to a penalty of $500, under the provisions of sections 4499 and 4500, Revised Statutes.

Rules governing the issue of licenses to masters and chief mates of sail vessels of 700 tons and upward have been adopted by the board of supervising inspectors and approved by the Secretary of the Treasury, as follows:

Local inspectors may, upon due application, license as masters and chief mates of sail vessels of over 700 tons, upon receipt of satisfactory documentary evidence, to be filed in their office, that said masters or mates have been actually employed as such officers on vessels of the tonnage named for the full period of twelve months preceding the application for license, provided such officers shall be found, upon examination, to be free from color blindness.

Applicants for master's or for mate's license on sail vessels, who have had no previous service as either master or mate, except on rivers and on the Great Lakes, must be duly examined in navigation the same as required for masters and mates of steam vessels, such examinations to be in writing, and the applicants must be free from color blindness.

Provided, That no master, except as provided in the first paragraph of this section, shall be licensed who has not served a full term of one year on such sail vessels as chief mate, nor shall any person be eligible to be examined as chief mate of sail vessels unless he can furnish satisfactory documentary evidence that he has had at least three full years' experience on sail vessels of 300 gross tons and upward. (Rule V, section 26, new section.)

Following is the full text of the act of Congress referred to herein:

AN ACT CONCERNING SAIL VESSELS OF OVER SEVEN HUNDRED TONS, AND FOR OTHER PURPOSES.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 4438 of the Revised Statutes be, and is hereby amended to read as follows:

"SECTION 4438. The boards of local inspectors shall license and classify the masters, chief mates, and second and third mates, if in charge of a watch, engineers, and pilots of all steam vessels, and the masters and chief mates of sail vessels of over 700 tons and all other vessels and barges of over 100 tons burden carrying passengers for hire. It shall be unlawful to employ any person, or for any person to serve as a master, chief mate, engineer, or pilot of any steamer, or as master or chief mate of any vessel of over 700 tons who is not licensed by the inspectors, and anyone violating this section shall be liable to a penalty of $100 for each offense."

SEC. 2. That section 4439 of the Revised Statutes be, and is hereby amended to read ss follows:

"SEC. 4439. Whenever any person applies to be licensed as master of any steam vessel, or of a sail vessel of over 700 tons, the inspectors shall make a diligent inquiry as to his character, and shall carefully examine the applicant as well as the proofs which he presents in support of his claim, and if they are satisfied that his capacity, experience, habits of life, and character are such as warrant the belief that he can safely be intrusted with the duties and responsibilities of the station for which he makes application, they shall grant him a license authorizing him to discharge such duties on any such vessel for the term of five years, but such license shall be suspended or revoked upon satisfactory proof of bad conduct, intemperate habits, incapacity, inattention to his duties, or the willful violation of any provision of this title applicable to him."

SEC. 3. That section 4440 of the Revised Statutes be, and is hereby, amended to read as follows:

"SEC. 4440. Whenever any person applies for authority to be employed as chief mate of ocean or coastwise steam vessels or of sail vessels of over 700 tons, or as second or third mate of ocean or coastwise steam vessels, who shall have charge of a watch, or whenever any person applies for authority to be employed as mate of river steamers, the inspectors shall require satisfactory evidence of the knowledge, experience and skill of the applicant in lading cargo and in handling and stowage of freight, and if for license as chief mate on ocean or coastwise steamers, or of sail vessels of over 700 tons, or as second or third mate of ocean or coastwise steamers, who shall have charge of a watch, shall also examine him as to his knowledge and ability in navigation and managing such vessels and all other duties pertaining to his station, and if satisfied of his qualifications and good character they shall grant him a license authorizing him to perform such duties for a term of five years upon the waters upon which he is found qualified to act, but such license shall be suspended or revoked upon satisfactory proof of bad conduct, intemperate habits, unskillfulness, or want of knowledge of the duties of his station or the willful violation of any provision of this title."

SEC. 4. That section 4417 of the Revised Statutes be, and is hereby, amended by adding thereto the words:

"The local inspectors shall, once in every year, at least, or upon application in writing of the master or owner, carefully inspect the hull of each sail vessel of over 700 tons and all other vessels and barges of over 100 tons burden carrying passengers for hire within their respective districts, and shall satisfy themselves that every such vessel so submitted to their inspection is of a structure suitable for the service in which she is to be employed, has suitable accommodations for the crew, and is in a condition to warrant the belief that she may be used in navigation with safety to life."

SEC. 5. That this act shall take effect on July 1, 1899.

Approved, December 21, 1898.

Chief officers of customs are requested to post a copy of this circular in the lobbies of their respective offices, where persons interested and having business therein may see it, and to give such other notice thereof as in their judgment may conduce to give the subject-matter herein the widest publicity.

JAS. A. DUMONT,
Supervising Inspector-General.

Approved:
L. J. GAGE, Secretary.

VISIBLE SUPPLY OF GRAIN

As compiled for The Marine Record, by George F. Stone, Secretary Chicago Board of Trade.

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY Bushels.
Buffalo	1,927,000	55,000	69,000	26,000	714,000
Chicago	4,120,000	10,566,000	1,529,000	465,000	814,000
Detroit	321,000	472,000	3,000	12,000	4,000
Duluth and Superior	6,444,000	3,740,000	1,228,000	234,000	363,000
Milwaukee	37,000	.....	1,000	2,000	94,000
Montreal	19,000	16,000	218,000	3,000	12,000
Oswego	.....	119,000	.....	.....	60,000
Toledo	564,000	1,066,000	65,000	4,000	.....
Toronto	101,000	.....	10,000	.....	28,000
Grand Total	29,618,000	31,820,000	8,676,000	1,541,000	2,772,000
Corresponding Date, 1897	35,433,000	39,907,000	13,346,000	3,632,000	2,314,000
Increase	.....	1,196,000	1,561,000	.....	.....
Decrease	543,000	.....	.....	46,000	150,000

While the stock of grain at lake ports only is here given, the total shows the figures for the entire country except the Pacific Slope.

TREASURY DECISIONS.

EXTERNALLY FIRED BOILERS.

Discontinuing reports of externally fired boilers over twenty-six one-hundredths-inch plate.

TREASURY DEPARTMENT, February 10, 1899.

SIR: You are hereby authorized to direct the local inspectors of steam vessels in the first, second, third, eighth, ninth, and tenth supervising inspection districts to discontinue making the special reports relating to externally fired boilers, required by Department letter to the Supervising Inspector General, dated February 18, 1885, and Department Circular No. 27, February 20, 1885; the object of such reports being fully accomplished, as you report, by developing the fact, resulting from fourteen years' experience in the use of externally fired boilers, built of material from twenty-six one-hundredths to fifty one-hundredths of an inch, that such material may be safely used in the construction of externally fired boilers for use "on steam vessels navigating Atlantic and Pacific oceans or salt-water bays or sounds, or the Great Lakes, or any of them, and waters flowing to and from the same, or any of them." Respectfully yours,

L. J. GAGE, Secretary.

Supervising Inspector-General Steamboat Inspection Service.

SPEED OF SHIPS IN A FOG.

In the United States District Court at Boston, Mass., Judge Lowell has ordered a decree for libelants for one-half the damage sustained in the case of Horace M. Sargent and others against the steamer Columbian. This was a libel for damages caused by a collision between the ocean-going steamer Columbian, bound from London to Boston, and the schooner Doughty, on a trip to the Banks. In his opinion Judge Lowell says:

"The only fault alleged against the steamer is excessive speed, and the authorities make it clear that nine and ten knots an hour, at any time or place, is excessive speed in a fog. In saying this, I have no doubt that the captain of another steamer like the Columbian would have gone ahead quite as fast as Captain Masters did in this case. Had the steamer been an ocean liner instead of a freight steamer, it would probably have been sent through the same fog at from 15 to 20 knots an hour, and its captain would have been blamed by his company, as well as by his passengers, if he had loitered at half-speed. Though this almost universal practice may relieve the captain of a steamer from moral blame, Captain Masters was none the less a transgressor of the international rules, and I am bound to find the steamer at fault. I have often had occasion to say that the owners and masters of steamers must either comply with the statute or procure its repeal. Experts may, perhaps, be found to testify that a moderate speed is harmful, a foghorn useless, and a torch actually misleading, but the statute must be obeyed."

POLITICAL VERSUS CIVIL SERVICE.

The following is forwarded to the RECORD from Port Huron, Mich:

Captain Frank Danger received notice on Monday of his removal as inspector of hulls for this district. Some months ago charges were made against Captain Danger and Special Agent Burton Parker was sent here to investigate. The only charge of importance is said to have been that Danger, in inspecting the Simon Langell, neglected to insist that her name should be marked on the buckets, life lines and axes. Other charges made against him were that he was an ardent supporter of Bryan and had spoken offensively of the president. Captain Danger's friends say that the charge of official neglect was a trumpery affair, and while technically a violation of the rules, the same practice prevails in all other inspection districts.

The charge that he had used insulting language in speaking of the President was denied by him under oath.

While the investigation was in progress in this city, Henry McMorran, Captain Alvin Neal, James A. Davidson, and other Republicans and vessel owners appeared before Mr. Parker and made strong pleas on behalf of Captain Danger. They spoke of him as a competent and courteous official, and expressed their entire disbelief in the story that he had used offensive language toward the President or any one else.

Captain Danger held the office six years and passed two civil service examinations, each time with a standing of about 100. Capt. W. W. Stewart, who was instrumental in making the charge about the Simon Langell, is said to be slated for the job. Captain Frank Vanliew, who is boiler inspector in the office with Captain Danger, is a Republican. He has been ten years in office, having served all through President Cleveland's term. When an attempt was made to remove him, Captain Danger exerted all his influence with the Democratic bosses to secure his retention.

SEAMANLIKE.

The Bureau of Navigation, Treasury Department, is informed that the British Ambassador, in Madrid has reported to the Marquis of Salisbury, the circumstances attending the loss of the American bark Evie Reed, of Bath, Maine, master, John D. Streetman, which foundered at sea on the 2nd of December last. The master and crew of the vessel were landed on the 31st of December at Corunna, by the Spanish barkentine Gabriel, which vessel saved them on the fourth of that month. Don Petro Pages G. Millet, the master of the Gabriel, who appears also to be sole owner, refused to accept from Captain Talbot, the British Consul at Corunna, even though pressed, any remuneration for the expenses incurred by him for the maintenance of the crew of the foundered vessel. Being in charge of the interests of the United States, Captain Talbot thanked Don Petro for his generosity in the name of the United States Government.

Captain Talbot states: "That the crew of the Evie Reed including the master, numbered ten. They were on board the Gabriel, of only 240 tons burden, during 26 days, and were very well treated," so that under ordinary circumstances Don Petro Pages' conduct would be deserving of recognition, but when the naturally antipathetic feeling which existed at the time between the Spanish and the American peoples is borne in mind, his generosity seems to be worthy of great praise.

The master of the Evie Reed and his crew had nothing but the clothes they stood in and were completly destitute on landing at Corunna. Her Majesty's Consul, therefore, provided them with clothing and with board and lodging, pending an opportunity of sending them to Liverpool, and drew on the British Embassy for the funds required to relieve the destitute crew.

RESPECTING AIDS TO NAVIGATION.

Concerning Mr. St. John's letter in issue of Feb. 9, I wish to say: In correcting the suggestions of "Subscriber," exclusively gas buoys had to be dealt with; and what has been said of them, applies to lights in general, and not to any particular class of lights. For, substituting the word "light" for gas buoy in my communication of Feb. 1, all facts and inferences remain intact. Although gas-lighted bell buoys are always preferable to ordinary gas buoys, nobody will venture to say that they are as powerful aids to navigation as light-ships with fog-signals. But that is exactly what Mr. St. John's letter would imply, and why he takes exception to my remarks is perhaps on the score of greater economy.

JOHN MAURICE,
Civil Engineer and Nautical Expert.

Chicago, Feb. 13, 1899.

MR. JOHN LEE who has been connected with the New York agency of the White Star Line since 1871 has been appointed agent of the line at New York. Mr. Lee is of English birth and is about 55 years of age. He is a recognized authority on freight rates and all pertaining to the trade, and his appointment meets with the approval of all in shipping circles. Mr. Lee will be tendered a dinner at Delmonico's on February 18th, and covers will be laid for seventy-five guests.

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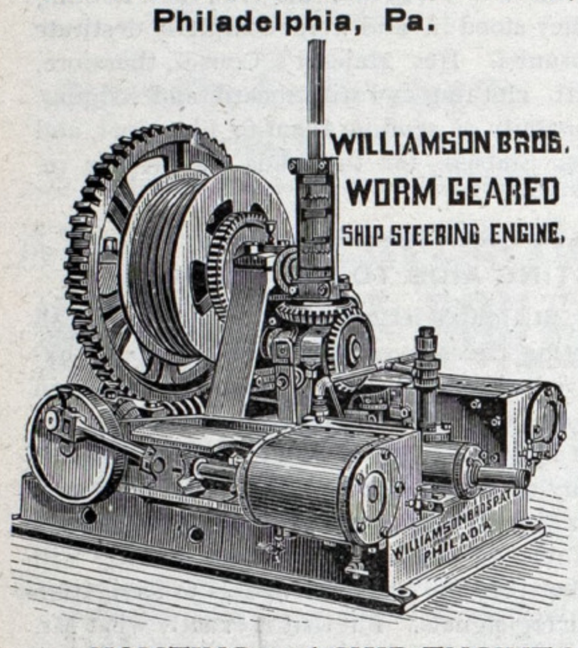

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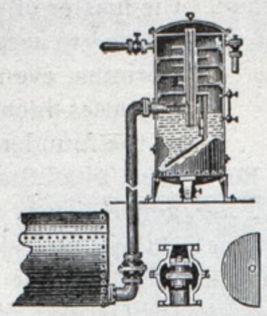

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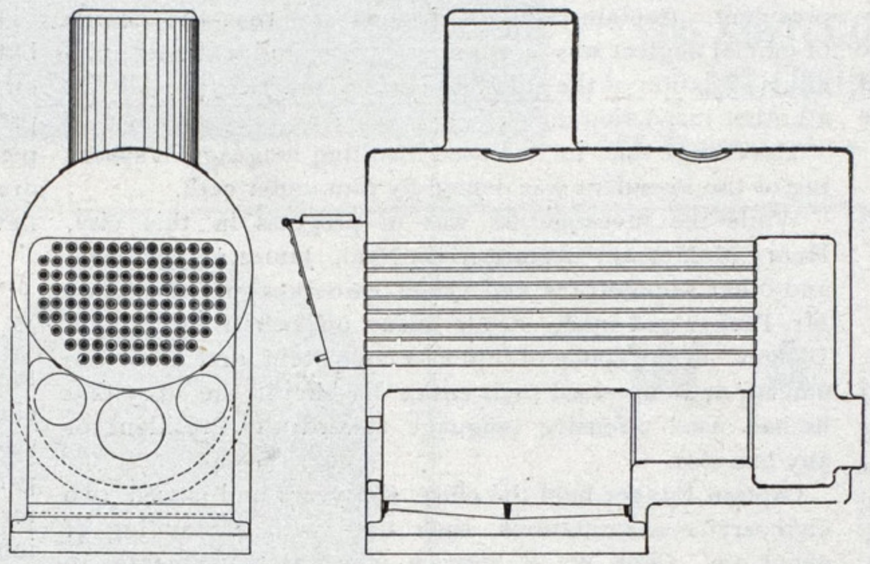

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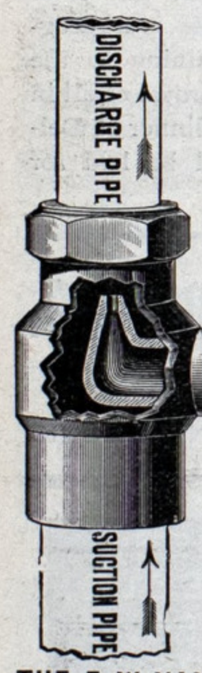

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